

## AGRICULTURE AND FOREST SECRETARIAT

## NOTIFICATION.

Bangalore, dated 26th October 1967.

**S.O 2137.**—In exercise of the powers conferred by Section 4 of the Madras Forest Act, 1882 (Madras Act V of 1882), as in force in the Madras Area, the Government of Mysore hereby—

(i) declares that it is proposed to constitute the lands in the Puttur Taluk of South Kanara District, the situation and limits of which are specified in the schedule hereto annexed, as reserved forests ;

(ii) appoints the Forest Settlement Officer, Mangalore to be the Forest Settlement Officer for purposes of clause (c) of the said section ; and

(iii) appoints the District Forest Officer, Mangalore Division, Mangalore, to attend on behalf of the Government at the inquiry conducted by the said Forest Settlement Officer.

Under Section 14 of the said Act, the Government of Mysore hereby appoints the Deputy Commissioner of South Kanara District to hear appeals on any orders passed by the Forest Settlement Officer under Sections 11, 12 and 13 of the said Act.

## SCHEDULE

|                      |                            |
|----------------------|----------------------------|
| Name of the District | ... South Kanara.          |
| Name of the Taluk    | ... Puttur Taluk           |
| Name of the Village  | ... Ballya                 |
| Name of the Block    | ... Kunthur B.F. Extension |
| Survey Field No.     | ... 147                    |
| Extent               | ... 74.00 acres            |

## Boundary Description

*North* :—Starting from station No. 34 a point situated at the corner of Kunthur R.F. the demarcation line of the proposed block runs first in North-East direction to station No 35 a distance of 444 links. There it runs in almost South-East direction to station No 36 a distance of 409 links. From there it runs in Eastern direction to station No. 39 a distance of 920 links passing through the intermediate station No. 37 and 38. Thence it runs in South-East direction a distance of 875 links to reach the station No. 41 passing through intermediate station No 40. Thence it runs in almost South-East direction a distance of 1099 links to reach the station No. 44 passing through the intermediate stations 42 and 43. Thence from the line runs in almost North-East direction a distance of 2053 links to reach the station No. 50 passing through the intermediate stations 45 to 49. Thence it runs in South-East direction to station No. 51 a distance of 340 links. Again it runs in North-East direction to station No. 52 a distance of 815 links.

Bearings and distances from station to station are as follows :

| Station<br>From | Numbers<br>To | Bearings<br>in F.B. | Distances<br>in links |
|-----------------|---------------|---------------------|-----------------------|
| 34              | 35            | 80                  | 444                   |
| 35              | 36            | 156                 | 409                   |
| 36              | 37            | 98                  | 211                   |
| 37              | 38            | 112                 | 298                   |
| 38              | 39            | 93                  | 411                   |
| 39              | 40            | 190                 | 446                   |
| 40              | 41            | 191                 | 429                   |
| 41              | 42            | 144½                | 400                   |
| 42              | 43            | 144½                | 383                   |
| 43              | 44            | 110½                | 246                   |
| 44              | 45            | 83½                 | 174                   |
| 45              | 46            | 74½                 | 343                   |
| 46              | 47            | 47                  | 455                   |
| 47              | 48            | 66                  | 390                   |
| 48              | 49            | 57½                 | 455                   |
| 49              | 50            | 75½                 | 236                   |
| 50              | 51            | 102½                | 340                   |
| 51              | 52            | 61½                 | 815                   |

*East.*—Thence the line runs in South-West direction to station No. 53 a distance of 541 links. From there it runs in Southern direction to station No. 54 a distance of 398 links. Therefrom the line runs in almost in South-East direction a distance of 79½ links to reach the station No. 57 passing through intermediate stations 55 and 56. Thence it runs in North-East direction to station No. 58 a distance of 624 links. From there it runs in South-East direction to station No. 59 a distance of 284 links. Again it runs North-East direction to station No. 60 a distance of 261 links. Again it runs in South-East direction to station No. 61 a distance of 259 links. Therefrom the line runs in almost South-West direction a distance of 879 links to reach the station No. 64 passing through the intermediate station No. 62 and 63. Thence it runs in almost South-East direction a distance of 885 links to reach the station No. 63 passing through the intermediate stations 65 to 67. Therefrom it runs in almost Eastern direction a distance of 1613 links to reach the station No. 74 passing through the intermediate stations 69 to 73. Therefrom the line runs in almost Southern direction a distance of 1764 links to reach the station No. 83 passing through the intermediate station Nos. 75 to 82. Thence it runs in almost South-East direction a distance of 1528 links to reach the station 89 passing through the intermediate stations 84 to 88. From there it runs in almost North-East direction a distance of 608 links to reach the station No. 92 passing through the intermediate stations 90 and 91. Thence it runs in almost South East direction a distance of 510 links to reach the station No. 94 passing through the intermediate station No. 93. Again it runs in South-West direction a distance of 415 links to reach the station No. 96 passing through the intermediate station No. 95. From there it runs to Southern direction to station No. 97 a distance of 561 links.

Bearings and distances from station to station are as follows.—

| Station<br>From | Numbers<br>To | Bearings<br>in F.B | Distances<br>in links |
|-----------------|---------------|--------------------|-----------------------|
| 1               | 2             | 3                  | 4                     |
| 52              | 53            | 204                | 541                   |
| 53              | 54            | 172½               | 398                   |
| 54              | 55            | 118                | 324                   |
| 55              | 56            | 86                 | 164                   |
| 56              | 57            | 104                | 310                   |
| 57              | 58            | 20                 | 624                   |
| 58              | 59            | 144                | 284                   |
| 59              | 60            | 71                 | 261                   |
| 60              | 61            | 142                | 259                   |

| 1  | 2  | 3    | 4   |
|----|----|------|-----|
| 61 | 62 | 195½ | 293 |
| 62 | 63 | 209½ | 292 |
| 63 | 64 | 214½ | 294 |
| 64 | 65 | 16½  | 356 |
| 65 | 66 | 152  | 200 |
| 66 | 67 | 12   | 175 |
| 67 | 68 | 122  | 154 |
| 68 | 69 | 85½  | 163 |
| 69 | 70 | 85½  | 300 |
| 70 | 71 | 73   | 197 |
| 71 | 72 | 83   | 208 |
| 72 | 73 | 97   | 374 |
| 73 | 74 | 93½  | 371 |
| 74 | 75 | 198  | 116 |
| 75 | 76 | 199  | 219 |
| 76 | 77 | 205  | 135 |
| 77 | 78 | 186  | 198 |
| 78 | 79 | 168½ | 208 |
| 79 | 80 | 184  | 244 |
| 80 | 81 | 181  | 231 |
| 81 | 82 | 206  | 139 |
| 82 | 83 | 193  | 274 |
| 83 | 84 | 143  | 270 |
| 84 | 85 | 153½ | 246 |
| 85 | 86 | 11½  | 361 |
| 86 | 87 | 11½  | 154 |
| 87 | 88 | 123½ | 300 |
| 88 | 89 | 123½ | 197 |
| 89 | 90 | 77½  | 200 |
| 90 | 91 | 77½  | 245 |
| 91 | 92 | 48   | 163 |
| 92 | 93 | 142  | 224 |
| 93 | 94 | 114  | 286 |
| 94 | 95 | 203  | 268 |
| 95 | 96 | 191½ | 147 |
| 96 | 97 | 170½ | 361 |

*South.*—Thence the demarcation line runs in South-West direction a distance of 358 links to reach the station No. 0 which is a point situated at the cairn No. 17 of the Kunthur R.F. From there it runs in North-West direction along the demarcation line of old R.F. station No. 1 a distance of 686 links. From there it runs along the demarcation line of the old R.F. line in South-West direction a distance of 750 links

to reach the station No. 3 passing through the intermediate station No. 2. Therefrom the line runs along the old demarcation line in almost North-West direction a distance of 2727 links to reach the station No. 13 passing through the intermediate stations 4 to 12. Thence it continues along the old demarcation line in South-West direction a distance of 1014 links to reach the station No. 15 passing through the intermediate station No. 14. Therefrom the line continues in almost in North-West direction a distance of 2756 links to reach the station No. 21 passing through the intermediate station 16 to 20. From there it runs in western direction to station No. 22 a distance of 1185 links. Therefrom it continues in South-West direction a distance of 1239 links to reach station No. 24 passing through the intermediate station No. 23.

Bearings and distances from station to station are as follows :—

| Station<br>From | Numbers<br>To | Bearings<br>in F. B. | Distances in<br>links |
|-----------------|---------------|----------------------|-----------------------|
| 97              | 0             | 251                  | 353                   |
| 0               | 1             | 342                  | 686                   |
| 1               | 2             | 280 $\frac{1}{2}$    | 392                   |
| 2               | 3             | 270 $\frac{1}{2}$    | 358                   |
| 3               | 4             | 288                  | 2-8                   |
| 4               | 5             | 302 $\frac{1}{2}$    | 105                   |
| 5               | 6             | 322                  | 464                   |
| 6               | 7             | 358                  | 73                    |
| 7               | 8             | 335                  | 136                   |
| 8               | 9             | 334                  | 290                   |
| 9               | 10            | 346 $\frac{1}{2}$    | 140                   |
| 10              | 11            | 346 $\frac{1}{2}$    | 266                   |
| 11              | 12            | 340                  | 297                   |
| 12              | 13            | 340                  | 678                   |
| 13              | 14            | 257                  | 617                   |
| 14              | 15            | 263                  | 397                   |
| 15              | 16            | 332                  | 417                   |
| 16              | 17            | 338 $\frac{1}{2}$    | 384                   |
| 17              | 18            | 334 $\frac{1}{2}$    | 370                   |
| 18              | 19            | 317                  | 173                   |
| 19              | 20            | 330 $\frac{1}{2}$    | 597                   |
| 20              | 21            | 303                  | 815                   |
| 21              | 22            | 266                  | 1185                  |
| 22              | 23            | 231 $\frac{1}{2}$    | 890                   |
| 23              | 24            | 231 $\frac{1}{2}$    | 349                   |

*West*:—Thence the demarcation line of the proposed block runs along the old demarcation line in almost North-West direction a distance of 3647 links to reach the station No. 34 (which is the starting point), passing through the intermediate stations 25 to 33.

Bearing and distances from station to station are as follows:—

| Station<br>From | Numbers<br>To | Bearings in<br>in F. B. | Distances<br>in links |
|-----------------|---------------|-------------------------|-----------------------|
| 24              | 25            | 307½                    | 517                   |
| 25              | 26            | 309½                    | 500                   |
| 26              | 27            | 320                     | 130                   |
| 27              | 28            | 320                     | 323                   |
| 28              | 29            | 298½                    | 270                   |
| 29              | 30            | 306½                    | 231                   |
| 30              | 31            | 321½                    | 274                   |
| 31              | 32            | 309½                    | 280                   |
| 32              | 33            | 342½                    | 399                   |
| 33              | 34            | 346½                    | 723                   |
|                 |               | — Starting point.       |                       |

*Other privileges* .—

1. Free removal of green leaves for *bona fide* use of ryots.
2. Free grazing of cattle of villages.
3. Free removal of dry fuel for *bona fide* use of villagers.

[No. AFD 180 FAF 68.]

By Order and in the name of the Governor of Mysore,

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M. A. MECOAI, *Under Secretary*